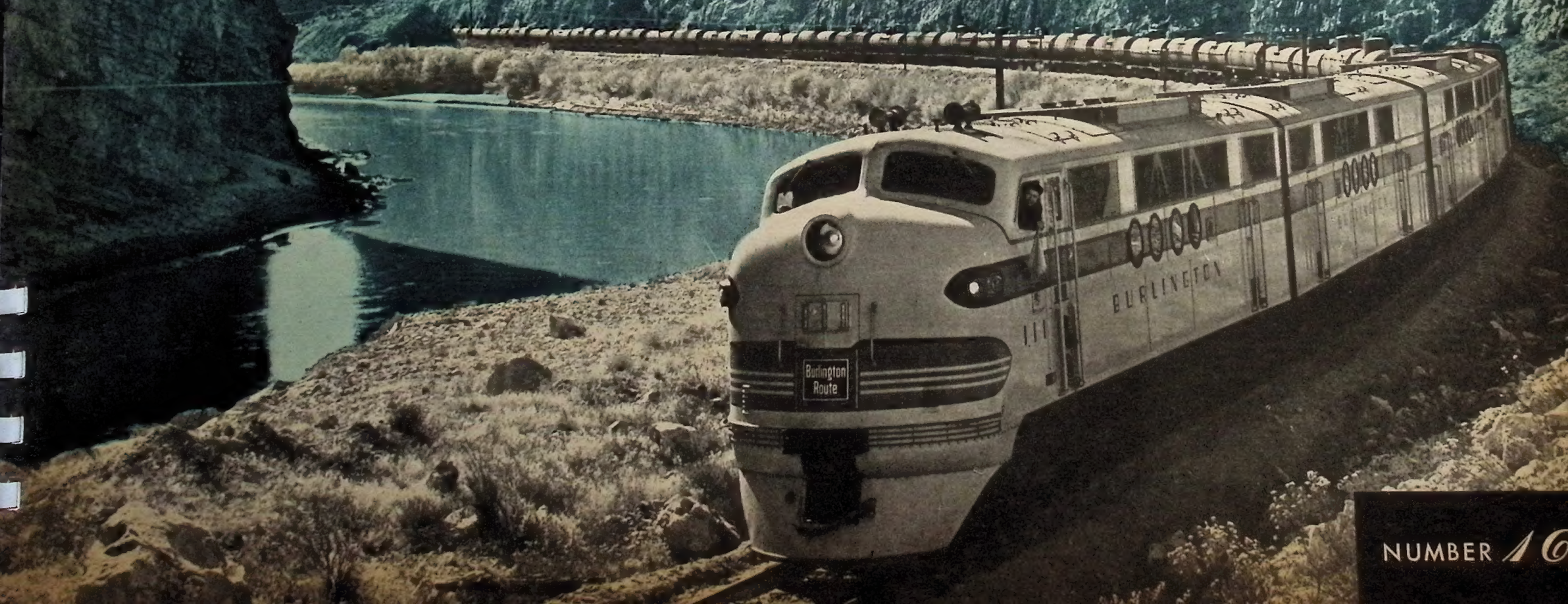
Trains' Album of Photographs

THE BURLINGTON ROUTE

Burlington Route



NUMBER 16

Trains Album of Railroad Photographs

Book 16

The Burlington Route

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In a current biography of the Lowells it is pointed out that their strongboxes contained CB&Q joint 4's guarded as carefully as their reputation. And when such a distinguished New England family banked on Burlington is this not proof positive of a sound and conservative business enterprise?

From its inception the Chicago, Burlington & Quincy has been outstanding for its financial stability. Up-and-coming railroads sought Burlington men because of their ability and good judgment. And not a few trunk lines tried to get control of the "Q" itself because of its strategic importance.

"Everywhere West," the Burlington advertises with more than a little justification. The tiny road which first commenced service between Chicago and Aurora in October, 1850, is now a giant system covering 11,000 miles through 14 states. Stretching from Chicago to Denver across the midriff of the nation, and from the Gulf to Montana, it bisects the country and blankets the West. Important lines leave the main stem for the Twin Cities on the north, and for St. Louis and Kansas City in the south-central part of the system. In addition it has a valuable freight branch to Paducah, Ky., making it possible to ship coal from the Illinois mines to the Twin Cities and the Northwest over a low grade water level route. Jim Hill wanted such a line to compete with coal coming up the lakes. As usual, he had the foresight and initiative to build such a road, and it is now one of the principal coal outlets to Minnesota.

The "Q" has always been a pioneer. It had the first U. S. Railway Post Office on the old Hannibal & St. Joe (now part of the Burlington); it pioneered in colonization work; and it ran the country's first Diesel-powered streamline train. Today it operates a fleet of Zephyrs from lakeside Chicago to mile-high Denver, and from the Gulf of Mexico to the mountains of Colorado. It pioneered in the introduction of the "vista dome." Probably there is no prettier ride on the system than that enjoyed when one is seated aloft in the glass-lined cupolas of the Twin Zephyrs from Chicago to the Twin Cities — 300 miles along the east bank of the Mississippi.

A large percentage of Burlington passengers are interline travelers on trains running from the Union Station in Chicago to Denver, Salt Lake City, San Francisco, or to Spokane, Portland, Seattle, or Tacoma. The Exposition Flyer is an example: a through train from the Windy City to Oakland Mole via the Burlington, Denver & Rio Grande Western, and Western Pacific. And both the Great Northern's Empire Builder and the Northern Pacific's North Coast Limited use Burlington rails from St. Paul to Chicago. Then, too, the Burlington and Rock Island jointly operate the Zephyr-Rockets from Minneapolis to St. Louis.

All the Zephyrs are Diesel-powered and streamlined, leaving steam for some secondary passenger runs and the suburban business on the three-track line from Chicago to Aurora. Indeed, the open-end suburban cars are as much a part of the Burlington scene as the swallow-tailed limiteds.

But the traffic which has made the "Q" a dividend-payer from way back is carried in dull red box cars, groaning gondolas, and malodorous cattle cars. Manufactures from the East, livestock from Texas, lumber from the Northwest, Illinois coal, and farm products from all the West account for the bulk of its revenue. For years the Burlington was known on the Street as a "granger road." After almost a century of continuous operation it is still very close to the soil.

This book is designed to give you a cross section of the Burlington: the huge Galesburg Yard — aptly called the hub of the Burlington System — the well-kept main line to Omaha and Denver, the scenic route along the winding Mississippi, and typical railroad scenes in Wyoming, Texas, and other western states. It includes photos of the famous Zephyrs, suburban locals, way freights, and mile-long tonnage trains taken at many and varied points on the far-flung road.

TRAINS ALBUM OF PHOTOGRAPHS

By the Editors of Trains Magazine

Book 1—Eastern Railroads.

Book 2—Far Western Railroads.

Book 3—Midwestern Railroads.

Book 4—Colorado Railroads.

Book 5—Southern Railroads.

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Book 13—Baltimore & Ohio Railroad.

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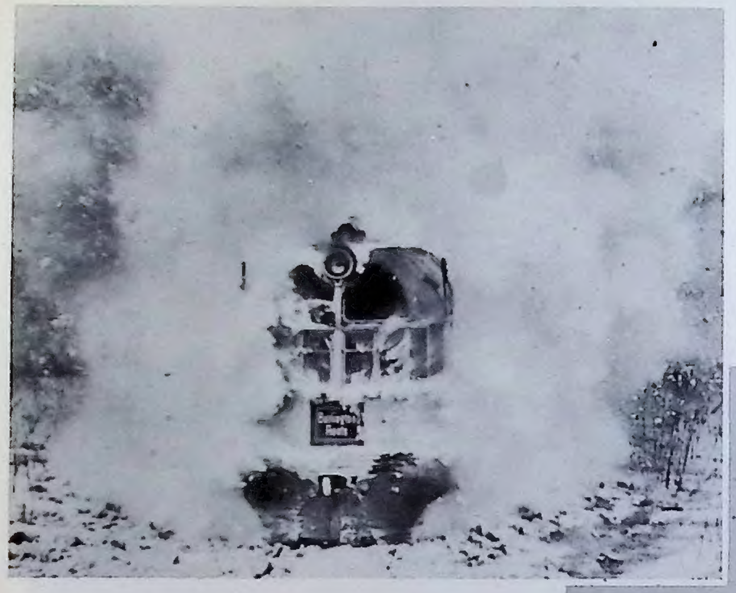
The Exposition Flyer heads west over the wye south of Union Station, Chicago, on its long run to San Francisco. In this vicinity one gets an excellent view of trains entering the city over the Burlington, Pennsylvania, Baltimore & Ohio, Pere Marquette, Chicago Great Western, Soo Line, and Alton railroads.

Heavy freight steams past West Hinsdale in the busy Chicago suburban zone. The center track is signaled for two-way operation and is chiefly used for through passenger trains.



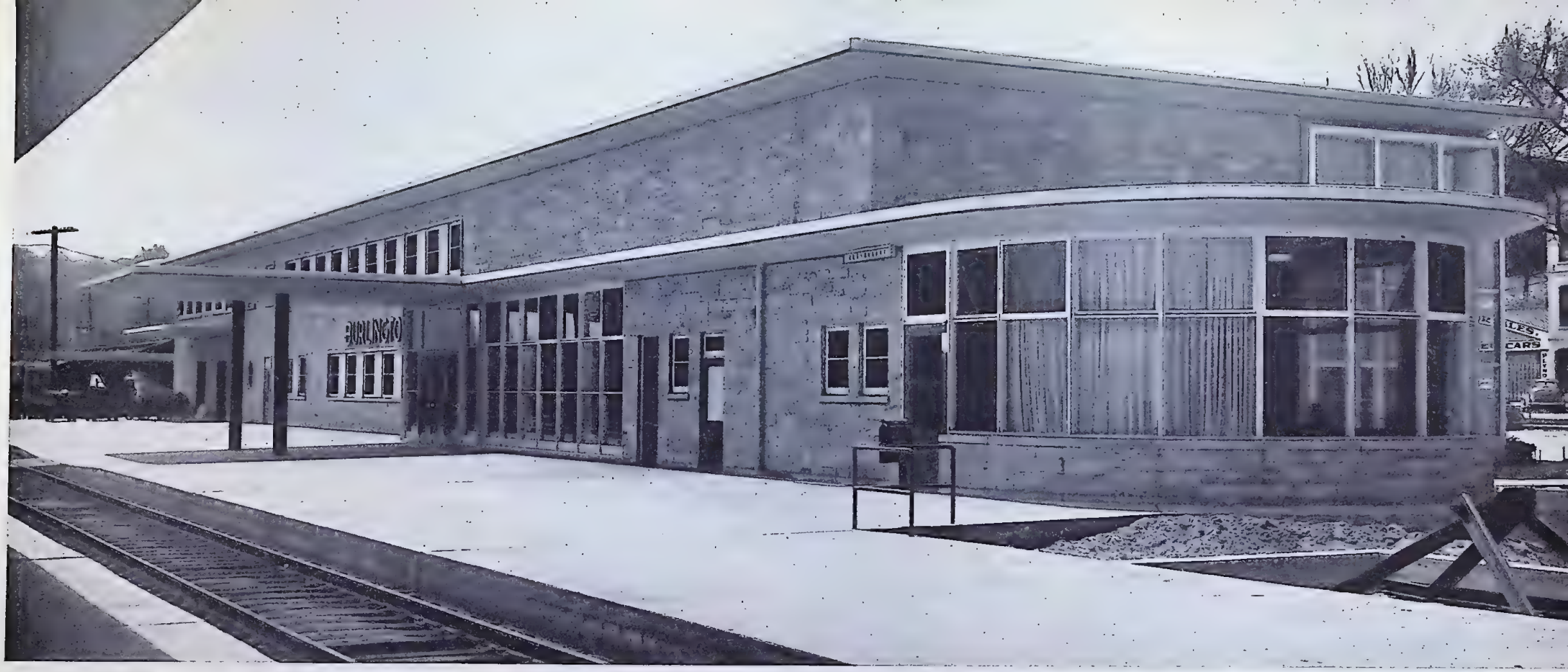
The Zephyr, above, hits a snowbank at high speed. Right, a trainload of citrus fruit breasts through a snowstorm on the Burlington's three-track main line in the Chicago-Aurora commuting area.

An 80-car freight steaming westward on Buda S curve in the broad prairie country of Illinois. This is on the Burlington's main line to Omaha and Denver with important branches to St. Louis, Kansas City, and St. Paul. It carries extremely heavy freight traffic. Photo by Ira A. Eigsti.

Galesburg, Ill., is sometimes called "the hub of the Burlington System" because most of the road's freight is classified in its huge Willis Yard. It is a focal point for all through east and west trains except, of course, the Chicago-Twin Cities traffic, which branches off the main line at Aurora. The busy yard is equipped with car retarders, floodlights, and other modern improvements. Below is Lincoln Yard, second only to Galesburg in importance. A large portion of the "Q's" western freight is marshaled in this Nebraska city.

Burlington bridge across the Mississippi at Quincy, Ill., on the route to Kansas City. The Exposition Flyer is seen detouring about 80 miles south of its normal course because of a washout on the main line.

Engineer looking back for the highball as No. 4, the morning local, stops at Buda station. On the opposite track with safety valve popping is a westbound freight. Ira H. Eigsti, who snapped this photo, has caught the spirit of railroading in the bright morning sunshine of rural Illinois.



Burlington, Ia., is perhaps best known because it has a mighty railroad named after it. This historic river town boasts of one of the most modern stations on the CB&Q. Patterned in a style that would do credit to Frank Lloyd Wright, with Lannon stone and full-vision windows, it is a joy to the eye and a comfort to even the most hardened traveler. Photos below show its smart interior and general homelike atmosphere.

The Twin Zephyr along the east bank of the Mississippi in the beautiful palisade region near Prairie du Chien. The Zephyrs follow "old man river" for some 300 miles on the route from the Twin Cities to Chicago and account for some of the fastest running time in the country. Below, a Mikado wheeling a freight through the fertile farmlands of western Iowa near Red Oak. Note the cowl-like appearance of the Coffin feedwater heater on the boiler. Taken by Bernard Corbin.

On the wye just outside St. Paul's Union station, William J. Pontin snapped this study in contrasts. A steam troop train coming into the city passes the streamlined Twin Zephyr bound for Chicago. The white-plumed Pacific represents the old order, for nearly all of the Burlington's named trains are now Dieselized.

The Burlington's bridges are many and varied. The lofty structure at the left crosses the Ohio River at Metropolis, Ill., on the "Q's" southernmost branch in the East. It is owned jointly by CB&Q, IC, and NC&StL. To the right is the stone viaduct (owned by the Great Northern) spanning the upper Mississippi which all "Q" trains use to reach Minneapolis. Bottom is the steel bridge carrying the main line across the same river at Burlington, Ia.

Henry P. Kuepper took this photo of the Exposition Flyer running as a 12-car train and rounding a curve west of Burlington, Ia., on a bleak winter's day. The Flyer is jointly operated by the Western Pacific, Rio Grande, and the "Q."

Old-fashioned Ten-Wheeler with a train of nursery stock puffs toward Red Oak, Ia., on the Savannah branch. Photo by Bernard Corbin.

Pacific type locomotive once used on many Burlington passenger trains but now relegated largely to suburban service. Photo by Bernard Corbin.

Fast freights and some heavy passenger runs use Northern type locomotive pictured below; many were built at the West Burlington shops.

An experimental run of the first vista dome car on the Texas Zephyr. The cupola has sides and roof of special heat- and ray-resisting glass, and seats 24. The Burlington pioneered in introducing this penthouse observation unit on its streamlined trains.

The Mark Twain Zephyr celebrated its 10th birthday at Hannibal, Mo., in 1945. This streamlined train, named for the immortal author of "Tom Sawyer" and "Huckleberry Finn," passes through country made famous by Samuel L. Clemens' stories along the Mississippi.

Extra freight 1942 West threads its way through the rugged terrain in Wind River Canyon in Wyoming.

Extra 95 on the horseshoe curve in Oak Creek Canyon, Colo., showing rugged terrain so typical of the state. Along this route heavy freights link the Gulf of Mexico with Billings, Mont., and other northwestern points.

A 4000-horsepower Diesel whisks the Texas Zephyr over the rolling country south of Denver. Operating between Denver and Dallas, the Zephyr makes the 834-mile run in a little under 20 hours. Taken by Preston George.

The Texas Zephyr on exhibition in Houston, southernmost terminal on the Burlington System. This train operates over the Colorado & Southern and Denver & Fort Worth railroads in its long journey.

The last narrow gauge train on the isolated Leadville-Climax line of the Colorado & Southern, once part of the famed Denver, South Park & Pacific and now controlled by the Burlington. Standard gauge operation began shortly after this photo was taken.